

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
AIR QUALITY TECHNICAL ADVISORY COMMITTEE MEETING

Thursday, November 12, 1998

MAG Office

Phoenix, Arizona

MEMBERS PRESENT

*Harry Mitchell, Citizen Representative, Chairman
*Bill Bates, City of Avondale
Patrice Kraus, City of Chandler
*Danielle Typinski, Town of Gilbert
Ben Johnson for Doug Kukino, City of Glendale
Christine Zielonka, City of Mesa
Gaye Knight, City of Phoenix
Larry Person, City of Scottsdale
Mike Short for Mary O'Conner, City of Tempe
*Walter Bouchard, Citizen Representative
*Arve Dahl, Citizen Representative
David Feuerherd, Arizona Lung Association
*W. Knox Ramsey, Jr., Arizona Automobile Dealers
Association
Greg Witherspoon, Salt River Project
Brian O'Donnell, Southwest Gas Corporation
*Scott Davis, Arizona Public Service Company
Gina Grey, Western States Petroleum Association
Bryan Jungwirth, Regional Public Transportation
Authority
*Dave Berry, Arizona Motor Transport Association
Michael Kidd, Maricopa County Farm Bureau
*Samuel Aubrey, Arizona Rock Products
Association
*David Martin, Associated General Contractors

*Connie Wilhelm-Garcia, Homebuilders
Association of Central Arizona
H. Maynard Blumer, American Institute of
Architects- Central Arizona
*Peter Allard, Valley Forward
*Ian Calkins, Phoenix Chamber of Commerce
*Monica Pastor, University of Arizona - Cooperative
Extension
*Tom Russell, Arizona Nursery Association
Sondra Gilbert for Stephanie Bondeson, Arizona
Department of Transportation
Randy Sedlacek, Arizona Department of
Environmental Quality
Joy Bell for Jo Crumbaker, Maricopa County
Division of Air Pollution Control
Mark Ellery for Dennis Ehrhart, Arizona
Department of Weights and Measures
Thomas Fowler for Dennis Mittelstedt, Federal
Highway Administration
Judi Nelson, Arizona State University
Bobbie Bolt for James Klinker, Arizona Farm
Bureau
B.Bobby Ramirez, Salt River Pima-Maricopa
Indian Community
David Rueckert, Citizen Representative

*Those members neither present nor represented by proxy.

OTHERS PRESENT

Dan Blair, Gila River
Blue Crowley, Citizen
Shannon Reif, ADEQ
Atul Shah, Pinal County APCD
Jesse Yung, Federal Highway Administration
Cari Anderson, Maricopa Association of
Governments
Cathy Arthur, Maricopa Association of
Governments

Lindy Bauer, Maricopa Association of
Governments
John Farry, Maricopa Association of
Governments
Allan Kosecki, Maricopa Association of
Governments
Chris Voigt, Maricopa Association of
Governments

1. Call to Order

A meeting of the MAG Air Quality Technical Advisory Committee was conducted on Thursday, November 12, 1998. Christine Zielonka, City of Mesa, Acting Chairman, called the meeting to order at 1:35 p.m.

2. Approval of the September 10, 1998 Meeting Minutes

The Committee reviewed the minutes from the September 10, 1998 meeting. Patrice Kraus, City of Chandler, moved, Gaye Knight, City of Phoenix, seconded and it was unanimously carried to approve the minutes from the September 10, 1998 meeting.

3. Update on Air Quality Planning Activities

Lindy Bauer, MAG, provided a status report on the activities initiated to address comments received at the September 9, 1998 public hearing on the Draft 1998 Serious Area Carbon Monoxide Plan. Ms. Bauer also provided a status report on the Serious Area Particulate Plan and the Serious Area Ozone Plan. The update addressed the Inspection and Maintenance (I/M) program, nonroad sources, commitments from local governments for the Serious Area Particulate Plan, comments from the Homebuilder's Association, the Moderate Area Federal Implementation Plan (FIP) for PM-10, and the Serious Area Ozone Plan.

Regarding the I/M program, ADEQ has advised that the interim cutpoints cannot be implemented until January 2000. This means that only one-half of the numeric credit for the cutpoints can be claimed in the CO Plan. For nonroad sources, ADEQ is waiting for California to adopt new emission standards. MAG is reviewing other measures. Details will be provided at the next meeting of the Committee.

Regarding the Serious Area Particulate Plan, MAG has received commitments from most of the local governments for measures. Maricopa County is addressing comments received from EPA regarding Rule 310, which is the cornerstone of the Plan. MAG will complete its modeling once all commitments have been received. The EPA is now enforcing portions of Rule 310 and the Moderate Area FIP. The County will be hiring additional inspectors.

The Homebuilder's Association has raised a concern with enforcement of particulate control measures by multiple levels of government. MAG hosted a workshop on October 15, 1998 with the private sector, Maricopa County and the cities in an attempt to resolve these issues. A second workshop is planned for November 18, 1998. The cities have indicated that they will work with the private sector to resolve these issues.

With regards to the Particulate Plan, the Arizona Center for Law in the Public Interest (ACLPI) has filed a lawsuit challenging the EPA Moderate Area FIP for PM₁₀. Details of the lawsuit are not available yet. The ACLPI brief is due in December and the EPA brief in January.

Concerning the Serious Area Ozone Plan, March 22, 1999 has been established by EPA as the deadline for submission of the Plan by the State. This extended deadline will allow ADEQ to include results from the field study conducted in the summer of 1998. Since there were no exceedances of the existing ozone standard in 1997 or 1998 in the Maricopa County nonattainment area, under EPA policy the 1-hour standard may be revoked if no exceedances are recorded in 1999. Attainment for new 8-hour standard will be required by 2008.

Ms. Knight asked if a Serious Area SIP for ozone will still be needed if there were no violations in 1999. Ms. Bauer indicated that according to EPA, a Serious Area SIP for ozone would still be needed, and that the SIP would be due by March 22, 1999. Ms. Knight asked for details on the November 18 workshop. Ms. Bauer responded that the November 18 workshop would be held at 2:30 PM in the 7th floor conference room, the same location as the last meeting.

4. Status Report on Agricultural Best Management Practices (BMPs)

Randy Sedlacek, ADEQ, made a presentation on the activity of the BMP Committee established under Senate Bill 1427, passed by the 1998 State Legislature. Members of the Committee include representatives appointed by the Governor of major agricultural industries (i.e. cotton, alfalfa, grain, vegetables, citrus), and representatives of ADEQ, the Department of Agriculture, and the University of Arizona. The purpose of the Committee is to develop a rule containing an agricultural general permit containing a list of Best Management Practices (BMPs) to reduce fugitive PM-10 emissions from regulated activities by June 10, 2000. The BMPs must be in place by December 31, 2001. In addition, the Committee is currently working on an educational program for the agricultural community.

ADEQ submitted the relevant sections of Senate Bill 1427 to the EPA in September to fulfill the agriculture-related RACM requirements for the Phoenix PM-10 Moderate Nonattainment Area Plan. ADEQ anticipates that the EPA will remove the agricultural portion of the PM-10 Federal Improvement Plan (FIP) for Phoenix in the near future. ADEQ believes the legislation and subsequent rule will also satisfy the Best Available Control Measures or BACM requirements for the Phoenix Serious PM-10 Nonattainment Area Plan.

The organizational meeting of the BMP Committee was held September 24th. The next meeting of the Committee is scheduled for December 16, 1998 at ADEQ. The Committee will meet monthly and operate under the Open Meeting Law. Input from the public is welcomed. A website to report the Committee activities is currently under development. Contact Shannon Reif at 207-2369 or Theresa Pella at 207-4480 for more information about the website.

Maynard Blumer, Arizona Institute of Architects, asked if the BMP Committee should contain more members who are concerned with land use, as he considered vacant land and not crops to be the key issue for the Committee. Mr. Sedlacek responded that the Technical Subcommittee for the BMP Committee included representatives of the University of Arizona, soil conservation experts, PM₁₀ experts and representatives from ADEQ. Michael Kidd, Maricopa County Farm Bureau, indicated

the Committee focus is not vacant lots, but production of agricultural crops. Mr. Blumer stated that the majority of land will not be covered with this approach. Mr. Sedlacek closed by stating the ADEQ and Maricopa County are looking at the whole picture.

5. Congestion Mitigation Air Quality Improvement Funds

John Farry, MAG, gave a presentation on regional transportation issues and the Congestion Mitigation and Air Quality (CMAQ) Program. He started with an overview of the transportation planning process, and then presented forecasts prepared for the transportation system.

MAG prepares the Transportation Improvement Program (TIP) and the Long Range Transportation Plan (Plan). The Plan has a twenty year planning horizon, while the TIP covers five years and contains more detailed information on the projects to be implemented in that period. The TIP and Plan are subjected to a conformity analysis once approved by the Regional Council. The process to approve the TIP is changing this year and will include more consultation. A new issue is that while federal law requires ADOT to provide a summary of funds to be made available over the next five years, and MAG has been communicating with ADOT regarding the need for this summary, the required summary has not been received. As part of the consultation process, MAG is meeting with the general public, stakeholders, and other government agencies. MAG is requesting input from Committee members and others present today. Once the public outreach process has been completed, the results will be taken to the MAG Committees which will use that information to establish guidelines for project selection for the next TIP.

Mr. Farry presented a slide summarizing Performance Indicators for the regional transportation system. He stated the MAG Transportation Model is used to assess both current system performance and performance after the TIP and Plan are implemented. He provided the following statistics for 1995: 10 million person-trips per day, 58 million VMT, 24% freeway traffic, 42 thousand hours of delay and 28 mph average speed in the afternoon peak hour, and that 18% of freeway lane-miles and 14% of intersections are congested.

Greg Witherspoon, Salt River Project, asked for the definition of congestion. Cathy Arthur, MAG, defined it as occurring when the ratio of traffic volume to capacity is greater than 0.9. Mr. Witherspoon asked about the figure quoted of 18% of freeways that are congested. Ms. Knight indicated that the 18% figure was surprising as it implied that 82% of freeways are not congested. Mr. Blumer stated that congestion was easily observed by airplane, that it was caused by traffic having to stop at intersections, and that roundabouts were needed to help avoid congestion. Mr. Witherspoon asked for what area were the statistics derived. Ms. Arthur indicated the statistics were for approximately the nonattainment area.

Mr. Farry proceeded with a summary of population and VMT data for the period 1995 to 2020. He noted population is expected to increase by about 75% in that time, while VMT would increase by about 90%. He indicated that the Plan addresses all of the issues summarized and all modes, including airport facilities, bicycle facilities, transportation system management (TSM) and

transportation demand management (TDM), freeways, pedestrian facilities, streets, and transit. He presented maps of the planned freeway system and transit plan, and noted that a doubling of transit service and tripling of dial-a-ride service is planned. He noted the starter corridor for fixed guideway transit, including the potential additional future routes.

Statistics for the Plan were then presented. VMT would increase to 105 million under the Plan, compared to 101 million if the Plan was not implemented and 58 million in the base year 1995. Mr. Farry noted that congestion increased very substantially in the case where the Plan was not implemented, which reduced the increase in VMT compared to Plan implementation. The increase in congestion if the Plan is not implemented is reflected in the following statistics:

- ▶ Hours of delay projected for the Plan totaled 97 thousand, compared to 306 thousand if the Plan was not implemented and 42 thousand in 1995.
- ▶ Average speed projected under the Plan was 27 mph, which is significantly better than the 16 mph expected if the Plan were not implemented and about the same as the average of 28 mph experienced in 1995.
- ▶ The percent of congested lane-miles increased from 18% in 1995 to 33% for the Plan and 51% if the Plan was not implemented.
- ▶ The percent of congested intersections displays a similar trend, increasing from 14% in 1995 to 16% under the Plan and 41% if the Plan was not implemented.

Mr. Farry then presented a summary of funding by mode under the TIP. Approximately \$3 billion of total funding is being allocated 35% to freeways, 24% to transit and TDM, 40% to streets, and 1% to bicycle and pedestrian projects. He noted that the Transportation Equity Act for the 21st Century (or TEA-21) was passed this summer, which will result in a 57% increase in funding to the state. The distribution of funding within the state is now the subject of the “fair share” debate with ADOT. One of the programs affected is CMAQ.

The CMAQ program provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide, and particulate matter. For the next 6 years, annual average funding under TEA-21 will be approximately \$25-27 million, which is about two times the previous funding. In the current TIP, CMAQ funding of about \$50 million is allocated to bus purchases, streets, bicycle projects, freeway management systems, transportation demand management, and pedestrian projects. TDM includes capitol rideshare, the County Trip Reduction Program, and the MAG telecommuting/teleconferencing project. Potential new project areas under current plans include new freeway acceleration, high occupancy vehicle lanes, existing freeway widening, street improvements, transit needs, bicycle and pedestrian projects, and demand management. Other potential needs include Grand Avenue, Estrella, SR 85, Superstition general use lanes, regional access routes (for weekend travel into and out of the region), ITS projects, park and ride lots, welfare-to-work needs (for which transport is a significant issue, especially for work on 2nd or 3rd shifts), air quality projects, and safety projects.

Mr. Farry then posed the following questions to the Committee: What are your transportation priorities? Are we on the right track? Are we addressing the right things in the planning? Are there other things you wish to see addressed?

Brian O'Donnell, Southwest Gas Corporation, asked when freeways and their locations were last reviewed. Mr. Farry indicated that a review was done in the preparation of the original Plan. Mr. O'Donnell stated that we need to ask if we need more freeways, and indicated this question should be looked at every ten years. Mike Short, City of Tempe, asked if the Committee members were to submit comments to Mr. Farry directly, or to the MAG Transportation Review Committee. Mr. Farry indicated that additional comments should be submitted to Ms. Bauer and a combined regional stakeholders meeting would be conducted on November 18th. Committee representatives attending that meeting could add to any comments received today. Ms. Bauer summarized a comment received in a phone call from Dave Berry, Arizona Motor Transport Association, who suggested that there should be more publicity on the requirement to replace pre-1988 diesel engines.

Mr. Blumer stated that socioeconomic and transport problems were related and made a number of points in this regard. Programs based on left turn lanes and synchronized lights create speed, stops and road rage. The answer is continuous flow, using roundabouts, which is being done in Europe. This approach is discussed in publications for planners, but not for traffic engineers. Continuous flow makes for calm drivers. Idle time at one local intersection was 4 minutes, which is too much. Stop signs and lights make for accidents and traffic tickets.

Blue Crowley, Citizen, stated his agreement with the points made by Mr. Blumer. Mr. Crowley stated that most money was spent on freeways which become instant parking lots, but pedestrian projects received little money. He stated that road rage was his life if he was crossing the street. He stated that the plans just encourage single occupant vehicles, and that this was just as he stated at the public hearing for the TIP and Plan. Mr. Blumer stated that he thinks what Mr. Crowley is saying is that it is cheaper to build bicycle and pedestrian projects than it is to build freeways. Mr. Blumer also stated that federal regulations were offered as a reason to not build bicycle and pedestrian facilities, but that he did not understand that rationale.

Mr. O'Donnell asked what happened to the demonstration project in Gilbert. He stated that a regional transit demonstration project was needed. Bryan Jungwirth, Regional Public Transportation Authority (RPTA), stated that the problem is that the funds available are for capital projects and are limited to only three years for operating costs.

Mr. Crowley stated that he was at an RPTA meeting earlier in the day, where there was a discussion about telecommuting and travel reduction. He stated that travel reduction plans apply to companies with 50 or more employees, most of whom say they would use transit if it was there but that they do not want to wait. He stated a need to focus on pedestrian, bicycles, and transit.

Mr. Blumer stated that he wanted to repeat what he had said at the last meeting, that we have always looked at London rail as an example. He stated that privatization has increased both welfare and

unemployment. Mr. Sedlacek stated that mass transit was the best solution for air quality. Mr. Crowley asked if he meant rubber tire transit or rail. Mr. Sedlacek responded that any kind would do. Mr. Crowley stated that MAG could put rail in one part and rubber tire transit in another.

Acting Chairman Zielonka stated a need to focus on the issue of CMAQ funding. Mr. Crowley stated that it was just a band-aid solution and that the Committee was not looking at the big picture. Ms. Zielonka asked for written comments to be submitted to Ms. Bauer prior to November 18, 1998.

6. Call to The Public

Blue Crowley, citizen, stated that he went to the Final Phase Public Hearing (for the TIP and Plan) and provided comments, but that those comments were not in the final document. He made a number of additional comments, including: buses were needed to make the system work; that he did not like the way to get funding was to decrease the discount rate; and that he advocated a requirement for all government employees to take transit. Mr. Crowley provided to Mr. Farry a second copy of the comments that he provided at the public hearing for the TIP and Plan and stated that he wanted these answered. He stated that he was the only one who did not get his comments addressed in the whole document, and that was more than discrimination.

7. Committee Meeting Schedule

Acting Chairman Zielonka indicated that the next meeting of the Air Quality Technical Advisory Committee would be held in January 1999. There would be no December meeting.